

AMENDMENTS TO THE SPECIFICATION

Please replace ¶ [0002] with the following:

The recent trend is to make automatic transmissions which are more stepped or graduated to provide slightly more forward gear ratios that can be selected so that shifting does not occur in too large steps, and therefore provide a smoother gearshift, as a way to realize improved fuel-efficiency and drivability. In order to realize this graduation of selectable gear ratios, gearshift assemblies have been designed for automatic transmissions which are formed by combining a reduction planetary gearset located in a front portion of the transmission nearest an engine which reduces rotation speed from the engine, and, a shift mechanism located in a rear portion of the transmission to receive the reduced rotation from the reduction planetary gearset. The reduction planetary gearset and the shift mechanism are separated by a midway wall which is disposed inside the transmission case perpendicularly to the axis of the transmission. Such a gearshift assembly also includes a direct clutch which transmits rotation from the engine directly to the shift mechanism, and ~~allow~~ allows several gear ratios to be selectable through a combination of engagement and disengagement of the direct clutch as well as engagement and disengagement of two clutches and brakes contained in the shift mechanism.

Please replace ¶ [0011] with the following:

An aspect of the present invention resides in a hydraulic passage structure of an automatic transmission having at least one friction element for gearshift, the friction element comprising a drum, the hydraulic passage structure comprising a housing, a sleeve which is fitted into an inner circumference portion of the housing having a midway wall formed integrally therewith, the midway wall protruding inwardly from the housing, a center member joined integrally with the drum of the friction element, the center member being inserted in an inner circumference of the sleeve, a radial passage formed in the midway wall of the housing, a sleeve passage formed in the sleeve, the sleeve passage connecting with the radial passage of the housing, and a center member passage formed within the center member, the center member passage connecting the friction element and the sleeve passage, line pressure being supplied to the friction element via and in order of the radial passage, the sleeve passage, and the center member passage.

Please replace ¶ [0053] with the following:

Fluid passage 21a for servo-chamber 64 is comprised as shown by the detail in Fig. 4 (see also Fig. 3) of radial fluid passage 8a of midway wall 8, first fluid passage 65a of sleeve 65, and second fluid passage 9a of hollow shaft 9. As shown by the arrow in Fig. 4, fluid pressure is supplied to servo-chamber 64 through and in order of radial fluid passage 8a, first fluid passage 65a, and second fluid passage 9a. Although first through fourth gears require engagement of first clutch C1 as seen in Fig. 2, first through third gears especially require an engagement capacity of first clutch C1 to be large. A large engagement capacity which can be provided by clutch piston 19 and piston 62 is required when any of first through third gears are selected, and so fluid pressure is supplied to servo-chamber 64 to effect engagement of first clutch C1 through both of clutch piston 19 and piston 62. When supplying fluid pressure to servo-chamber 64, engagement capacity of first clutch C1 is the same even if fluid pressure is supplied to servo-chamber 63, so fluid pressure can be pre-supplied to servo-chamber 63 in first through third gears, and then further fluid pressure can be supplied supplied to servo-chamber 63 when necessary, such as when fourth gear is selected. Thus, in fourth gear, engagement of first clutch C1 is not realized by fluid pressure being supplied to servo-chamber 64, but rather it is realized only by supply of fluid pressure to servo-chamber 63 which has a smaller pressure surface area. It is therefore possible to have a small engagement capacity of first clutch C1 for fourth gear.